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CAPE COD COMMISSION

CAPE COD COMMISSION STAFF REPORT
DEVELOPMENT OF REGIONAL IMPACT – MINOR MODIFICATION TYPE #2

Date:	July 1, 2026
Project:	Sencorp Systems (CCC Project No. 97026)
Project Applicant:	F.W. Webb Company, Inc. c/o Eliza Cox, Esq. La Tanzi, Spaulding, and Landreth P.O. Box 2300, Orleans, MA 02653
Property Owner:	One Center Place LP
Project Location:	400 Kidd's Hill Road, Barnstable
Map/Parcel:	Map 296, Parcel 25
Title Reference:	Book 15305 Page 77

Project Description and Context

The Applicant proposes to convert the existing approximately 155,000 sf commercial building with other supporting and ancillary improvements to a warehousing/retail use for F.W. Webb Company, a wholesale distributor of plumbing, heating, & HVAC products. Proposed changes include:

- Interior reconfiguration to accommodate approximately:
  - 122,700 square feet of warehouse space;
  - 14,756 square feet of self-service wholesale pick-up;
  - 12,595 square feet of office space; and
  - 5,540 square feet of appointment-only showroom space.
- Restripe parking and add accessible parking spaces.
- Install supplemental stormwater management features.
- Remove approximately 4,500 square feet of existing pavement and replace it with pervious material.
- Modify landscaping to accommodate a gravel storage area and revegetate bare areas with native plantings.
- Enhance vegetative buffers with split-rail and chain-link fencing.

- Slightly reduce the building footprint to accommodate a loading dock.
- Add a forklift access drive south of the parking area.

DRI Jurisdiction

The Project required mandatory Development of Regional Impact ("DRI") review pursuant to Sections 3(e) of the *Enabling Regulations Governing Review of Developments of Regional Impact, Barnstable County Ordinance 94-10,* as it proposed an expansion to an existing business greater than 10,000 square feet of gross floor area. The Project entailed expanding the existing manufacturing/assembly plant by 45,000 square feet, primarily for the purposes of assembly, engineering and administration. At the time of approval the parcel was located on a 9-acre site, which was later enlarged to the current 9.72 acres through the purchase of a neighboring parcel.

The Project was approved by the Commission as a DRI by decision dated January 15, 1998, further modified by a Minor Modification Type #1 decision dated May 17, 1999 (collectively, "Decision").

DRI Review Standards

Section 11(b)(ii) of the Commission's *Enabling Regulations* contains the standards for Minor Modifications Type #2, as applicable, including consistency with the Cape Cod Regional Policy Plan ("RPP") in place at the time of Project approval, here being the 1996 RPP. Additionally, the Project must be a substantially similar proposal to the original project but involves a minor Change of Use, a minor change to the site plan, or small change to the findings or a condition of the original approval which does not affect the intent or outcome of the finding or condition. A proposed change shall not result in different or increased impacts to the resources protected by the Act and/or the RPP.

Staff suggests that the proposed changed to the Project constitute a substantially similar proposal to the original project that involves a minor Change of Use that does not result in different or increased impacts to the resources protected by the Act and/or the 1996 RPP. Thus, Staff suggests that the Project qualifies as a Minor Modification Type #2.

Cape Cod Regional Policy Plan

RPP Goals and Objectives

Commission Staff reviewed the details provided with the Minor Modification request and suggest that the Project is appropriate for approval as a Minor Modification Type #2 as there are no increased impacts to the resources protected under the Act and/or the 1996 RPP.

Water Resources

The Project proposes minor exterior site modifications, including the removal of existing impervious surface (approximately 4,500 sq ft), restoration/modification of the existing stormwater management system as needed to meet updated stormwater standards, and adding landscape plantings in currently unvegetated areas. Wastewater will still be sent to and treated by the Hyannis Water Pollution Control Facility, so no wastewater will be disposed of at the

project site, and water resources review is generally focused on hazardous materials and stormwater management.

The Project represents an improvement related to the presence of hazardous materials and hazardous waste within a public water supply recharge area. The Project proposes a modest reduction in hazardous material storage by at least 25 gallons, and a complete elimination of hazardous material use and hazardous waste generation relative to the amounts approved in the DRI Decision. The new proposed use remains well within the conditions for hazardous materials and hazardous waste set in the Decision and reduces the risk to drinking water supply wells.

The stormwater system will be configured to direct rooftop runoff to drywells for direct infiltration, while runoff from the parking and drive areas is directed to treatment trains consisting of catch basins followed by infiltration trenches or leaching pits. By redirecting roof runoff and incorporating additional leaching pits into the stormwater system, the system is designed to accommodate the 25 year 24-hour storm based on updated NOAA Atlas 14 precipitation projections. In sum, the reduction of impervious area, addition of vegetated landscaping, and upgrade of the stormwater system should improve site runoff management in a manner consistent with the original DRI decision and goals of the 1996 RPP.

Community Design

The proposed exterior/facade changes include new red paint for all existing siding, new overhead door locations, a new masonry CMU wall for new dock locations, and a new slider entrance. These changes do not substantially alter the design of the building and are compatible with the use of the property, consistent with Minimum Performance Standard ("MPS") 6.2.1 of the 1996 RPP. In a supplemental filing, proposed building elevations that incorporate these exterior changes were provided in addition to the existing building elevations.

The Applicant provided a landscape plan, grading and utilities plan, and a drainage plan that include necessary information for proposed site changes as part of the Minor Modification, consistent with MPS 6.2.6 of the 1996 RPP. The Applicant will enhance existing vegetative buffers along Kidd's Hill Road to screen any loading docks, exterior work areas, and parking areas, showing consistency with MPS 6.2.11 of the 1996 RPP. Landscaping used as visual screening is primarily evergreen species, which should be equally effective in summer and winter. Landscape screening should be installed at a height, density and depth that provides for the full desired effect within three years of growing time.

Transportation

As part of the submitted materials, a trip generation assessment dated January 2026, and a supplemental trip generation assessment dated April 2026 were prepared by the Applicant's traffic engineer, VHB, to quantify the potential trip generation impacts associated with the proposed change of use.

According to the trip generation assessment, the existing Sencorp Systems facility is estimated to generate 156 vehicle trips during the weekday morning peak hour (129 entering/27 exiting) and

167 vehicle trips during the evening peak hour (52 entering/115 exiting) based on rates from the Institute of Transportation Engineers ("ITE") Trip Generation Handbook, 12th edition, for Land Use Code ("LUC") 140 (Manufacturing) and LUC 710 (Office).

The trip generation assessment provided two scenarios to estimate the proposed trip generation rates estimated for the FW Webb redevelopment. The scenarios included referencing site specific trip generation rates that were collected at three similar F.W. Webb sites and also referencing ITE Trip Generation rates. In either scenario, the FW Webb site is expected to generate less traffic than was previously reviewed and approved for the Sencorp facility.

Referencing ITE trip generation rates for LUC 510 (warehouse), LUC 812 (self-service wholesale plumbing) and LUC 710 (office), the proposed F.W. Webb site at 400 Kidd's Hills Road is estimated to generate approximately 480 daily vehicle trips, approximately 83 vehicle trips during the weekday morning peak hour (62 entering/22 exiting) and approximately 95 trips during the weekday evening peak hour (27 entering/68 exiting). In comparison to the existing Sencorp facility, the F.W. Webb redevelopment is expected to generate approximately 498 fewer daily vehicle trips, approximately 73 fewer vehicle trips during the weekday morning peak hour, and 42 less vehicle trips during the weekday evening peak hour. Therefore, it is not expected that this redevelopment would be detrimental as compared to the previous approved use.

The Decision for Sencorp Systems required a series of transportation demand measures (TDM) be provided. FW Webb provided revised transportation demand measures (TDM) that will be required for this redevelopment.